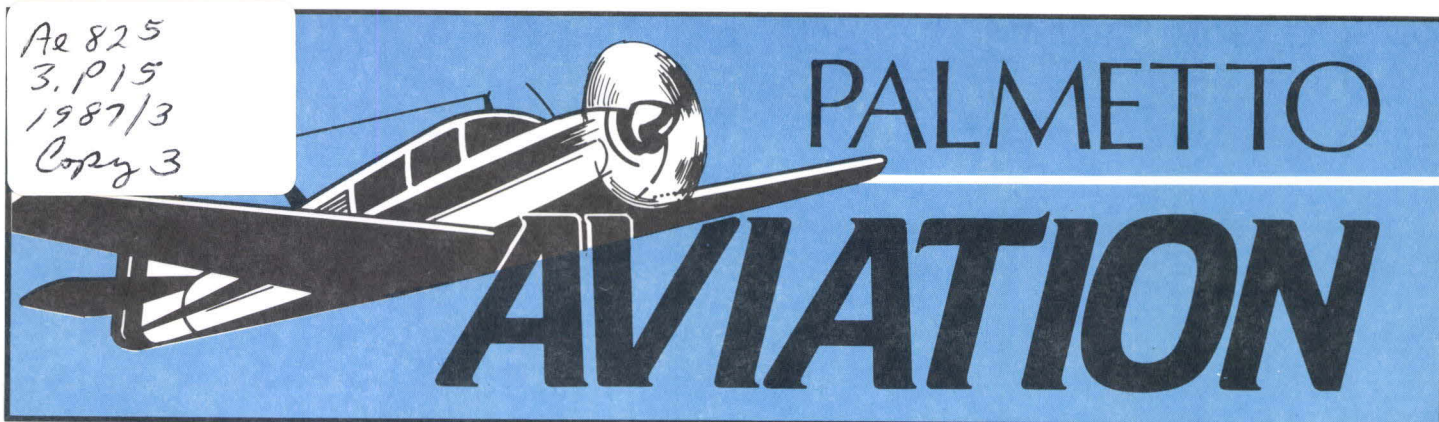


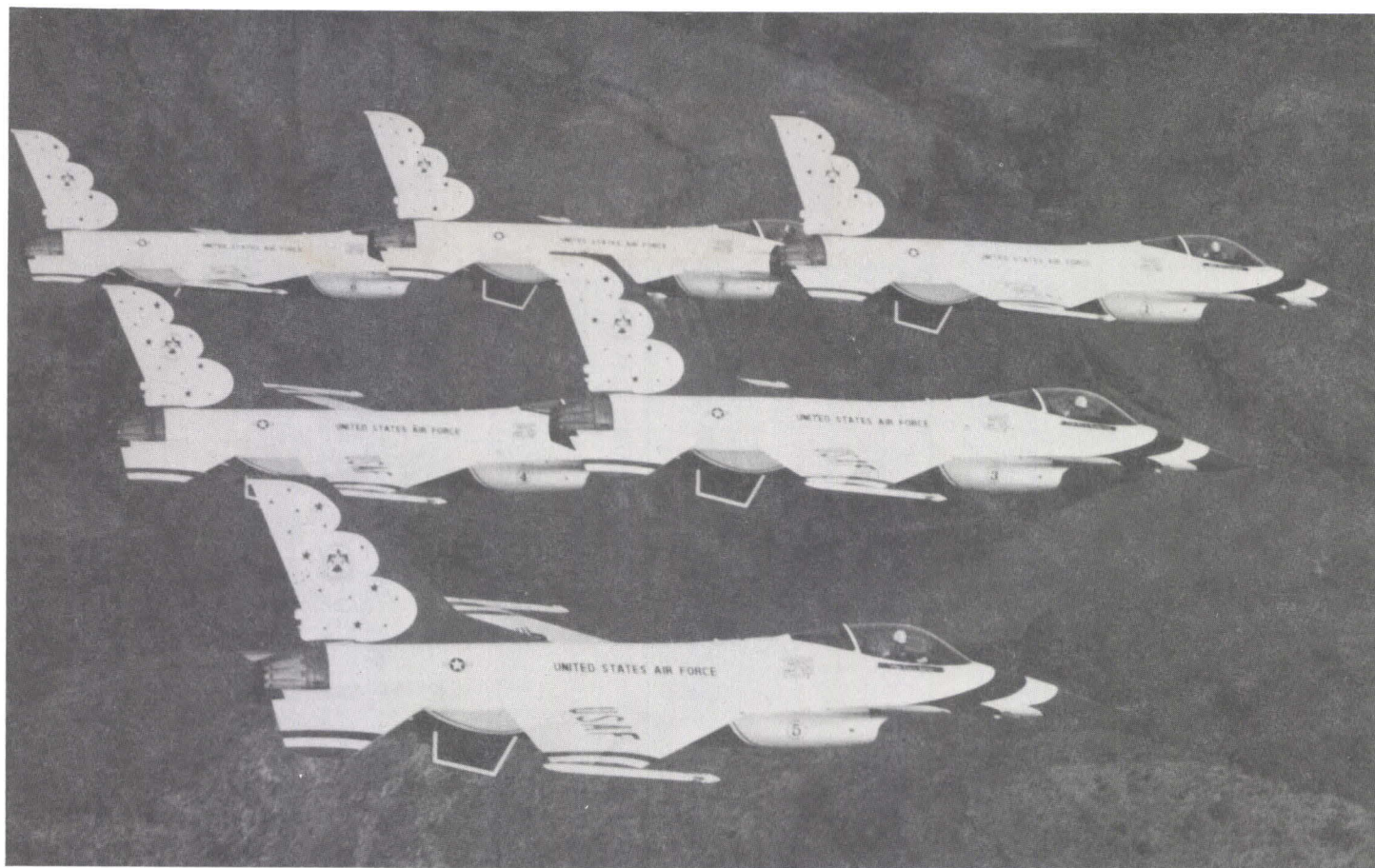
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March 1987



Air Force Thunderbird To Highlight Shriner's Air Show At Donaldson Center

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MAR 16 1987

STATE DOCUMENTS

The U.S. Air Force aerial demonstration team, "The Thunderbirds," will be featured at the Shriner's air show to be held at the Donaldson Center on Sunday, April 5.

Gates will open at 8:00 with the flying demonstrations beginning at 2:00. At press time, plans called for Tim Pearson

of Sumter to open the show, followed by a flight demonstration by an AV-8 Harrier from Cherry Point, NC. The Thunderbirds will be the finale.

In conjunction with the flying, military and civilian aircraft will be on static display throughout the day. There will also be concession and novelty stands

available.

Admission to the show will be \$5.00 per person or \$15.00 per carload. All proceeds from the show will go to further the Shriner's work at the children's hospital.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation. The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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AIR MAIL

Covering Memorial Dishonored Raiders

It would appear that honor can be bought and sold here, and at a cheap price.

I am referring to the desecration of the Doolittle memorial at the Columbia airport. When the airport authority had the Doolittle memorial draped from view to prevent the possibility of offending a Japanese trade delegation, they not only dishonored Doolittle's Raiders, they dishonored two of the principal values for which this nation stands: duty and honor.

When a man fights in the defense of his country, is tortured and executed, as some of Doolittle's Raiders were, he should be honored. If these men are going to be treated as something less than honorable, valiant warriors, then the Doolittle Memorial should be moved from the Columbia airport and placed in a dark corner of the state museum where it will not offend anyone. But if the people are proud of the fact that South Carolina played an important role in preparing Doolittle's Raiders for their perilous mission, which they undertook in the defense of their country, then they just might think of throwing away the drape and placing large American and State flags at the memorial.

We must never forget that it wasn't just Doolittle who made that raid — we sent

him. To dishonor him is to dishonor ourselves and no one can respect that.
CHUCK DE VLAMING
COLUMBIA

Chuck De Vlaming is a Lt. Col. in the S.C. Air Guard flying the F-16. He is a Command Pilot with over 3,800 hours of fighter time including 115 combat sorties over Vietnam.

Where Is My Book?

In your December, 1985 issue of Palmetto Aviation, there was an article about Edward Vaughan Publishers printing a book about aviation in the Carolinas.

On December 16, 1985 I sent a check for \$23.90 for a copy of this book. I have yet to receive anything.

Would you have any information on this matter? I sent a letter to their address and it came back stamped "Box Closed-No Order."

RANDY POWELL
NORTH AUGUSTA

The book is titled "Aviation Museum" and is published by Wilson L. Mills of Camden. We have received several inquiries of this nature and are working on finding an answer to this situation. Look for a reply and more on the book in next month's issue.

Pelion gets \$316,247 for airport

A Federal Aviation Administration grant to Pelion will be used for improvements and safety features at its airport, according to the town's mayor.

Elsie Rast Stuart said the \$316,247 grant would be used primarily to improve the taxiway and add lights at the general aviation airport, two miles north of the Lexington County municipality.

The airport was built in 1972 on 110 acres along S.C. 302 on the site of the old Pelion drag strip.

The Pelion Airport has a 4,350-foot-

long asphalt runway used primarily by private pilots and at least two industries.

"But, this is a facility used by the Midlands," Mrs. Stuart said of the airport about 20 miles southwest of Columbia. "It's used a great deal, for instance, by students who are learning to fly. I took flying lessons out there myself last year."

The grant is the first federal money the town has received for its airport, Mrs. Stuart said. The airport was built with local and state money.

The town also is building seven hangars at the facility in a project it has financed for around \$100,000. A 1,000-square-foot terminal is already on the site.

C.A.P. NEWS

•The S.C. Wing recently sponsored a seminar, "Introduction to Air Search Management" at the squadron facility at the Sumter County Airport.

The course was designed as an introduction to the mission coordination aspect of the C.A.P.'s Emergency Volunteer Air Search Institute.

•Mr. Emory Williams, manager of the Chef's House at Shaw AFB, has received an award of appreciation for Outstanding Support of the CAP. Major William A. Walls presented the award for immeasurable contribution in support of Civil Air Patrol mission.



The Aeronautics Commission's Jet Ranger participated as a float during the first ever Law Enforcement Appreciation parade held on Main Street in Columbia last month.

FAA To Apportion \$613 Million in Entitlements in Fiscal 1987

FAA plans to distribute \$613.5 million in fiscal 1987 entitlement funds to U.S. commercial service airports and specific geographical areas, the agency announced last week. Of the \$1 billion to be distributed under the airport grant program, 269 primary airports will receive \$480.8 million, said FAA. Another \$118.8 million will go to the 50 states, the District of Columbia and Puerto Rico

for general aviation airports. Certain Alaskan airports will receive \$12.7 million, and \$1.2 million will go to non-primary airports in the Virgin Islands, Guam, American Samoa, the Northern Mariana Islands and the Pacific Trust Territories. Current year's entitlement funds will remain available to be designated sponsors through the end of fiscal 1989.

Breakfast Club

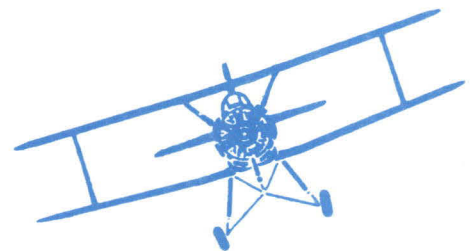


- Mar. 8** Dillon County
Dillon
- Mar. 22** Darlington County
Darlington
- Apr. 5** Corporate Airport
Pelion
- Apr. 26** Twin Lakes
Aiken-NC Aero Club Invited
- May 3** Berkeley County
Moncks Corner
- May 17** Laurens County
(Laurens County Jubilee)

Airport Information Manual now available

DALLAS, TX—Copies of the new Airport Information Manual (GAN Feb. 2, 1987) are now available directly from the publisher.

The compact manual contains current information on up to 4,000 airports and nearly 10,000 FBOs. Copies may be ordered for \$6.95 each, including postage from AIM, 2626 Cole Ave., Suite 200, Dallas, TX 75204.



Funds Scheduled For Distribution In South Carolina

South Carolina	
Charleston County Aviation Authority	1,769,764
Greenville Spartanburg Airport Commission	1,512,043
Richland-Lexington Airport Commission	1,728,576
Horry County and Horry County Airport Commission	901,347

Sandlappers in Aviation

Weekend Hot Air Balloon Flight Puts Nature's

By **LAURA PERRICONE**
Union Daily Times

So often we take for granted the beauty that surrounds us — the lush evergreens splashing color along the countryside and crystal clear springs that twist and turn over fertile pastures. Even the air carries a richness that, when inhaled, fills the lungs with fragrances of the earth's natural scent.

Not long ago I was given a rare opportunity to recapture the wonders of the earth in an adventure so breathtaking, it went beyond my wildest imagination — I went sailing over Union County in a hot air balloon.

It began on a Saturday in the tiny community of West Springs. The sun was unnaturally warm with just enough cool breeze to send a chill through the air.

The balloonists, Helga and Chris Doerholt, owners of "Back to Ballooning" in Spartanburg, arrived at 3 p.m., carrying something that looked like an overnight case. But packed inside was a



brilliantly colored balloon that was soon to become my transportation into the heavens.

Once unrolled, the balloon was spread over the ground and a fan-like device was used to propel large gusts of wind into the sack, inflating it into a global structure that — when upright — stands about six stories tall.

In the last phase before lift off, the burner is used, sending heated air into the balloon, giving it the weightlessness needed to carry it through the skies. The burner, Chris informed me, has an output of 22 million BTUs per hour in comparison to the 100,000 BTUs of a normal house furnace, making its heat over 200 times greater than that of the furnace.

With the help of Jan and Bill Mechlenburg, my flying companion Doug Mechlenburg, and myself (unfortunately not as helpful as others), the Doerholt's balloon was assembled in less than 30 minutes.

Despite my effort to shelve the apprehension growing in the pit of my stomach, my knees became a little weak as I stepped into the gondola (basket).

Surprised to find that there was just enough room to hold Doug, Chris and myself (I always imagined the gondola to be larger) I was even more surprised to see the gadgets and pieces of equipment that are used to gauge the balloon's flight.

Chris, who has been piloting balloons for over 26 years, gave us last-minute instructions before we began our journey to the clouds. And before I knew it, we were dangling above the earth with the grace and assurance of a magnificent bird.

Our journey took us over lakes,



"Breathtaking!"

Beauty In Perspective

pasture land, creeks and trees with only the gentle nudge of the breeze to direct our flight.

At one moment it seemed we were whipping over the countryside at 10 mph, while other times we moved at a snail's pace as the air currents dissipated into an enchanting calmness.

Though words could never describe the sensation of floating through air, the experience of ballooning was like a renewal of the spirit and rejuvenation of the soul.

During our gradual ascent into the heavens, Chris piloted us over a beautiful lake that was almost camouflaged by the greenery that surrounded it.

The view was uncomparable to anything either I or my companion had ever witnessed, and using the skills that he learned over the years, Chris took us closer and closer to the lake until we actually rested atop its gentle waves.

In less than a second, we found ourselves in the air again, elevating to new heights while Mother Nature's breath sent us along on our journey.

At approximately 2,800 feet above sea level, the landscape below us looked more like miniature wonderland with houses and livestock seeming less than the size of a pea.

As we got closer to the earth, I spotted what appeared to be a rabbit hopping away from the noise of our burner. But, unaccustomed to my new field of vision, Chris informed me that what I actually saw was a deer, not a rabbit.

In order to keep from frightening livestock, balloonists use two different burning systems. The main system, which is used during most of the flight, and a second system called "Fire Two" which is used as a backup and when flying over cattle or horses, Chris explained.

While Doug and I took turns snapping pictures of the scene below us, shouts were ringing out as people gathered in the streets and yards to bid the colorful balloon "hello."

Having been in the air over an hour,

the three of us started looking for a place to land the balloon, and it wasn't easy.

On both sides of our balloon's path lay lush green pastures beckoning us to land, while straight ahead (which was the course the wind was taking us) was a forest of pine trees and hardwood.

"That's a balloonist's luck," Chris laughed after we finally found a place in Pauline.

The landing was as beautiful as the flight and the people from the area greeted us with warm smiles and friendly curiosity.

Jan, Bill and Helga, who had been "chasing" us throughout the journey, spotted our balloon and helped disassemble our magnificent, oval rainbow.

To keep with tradition, champagne was poured into glasses once we reached the Mechlenburg's home and a toast was made to our successful flight.

Out of my curiosity, I asked Chris why such a tradition ever started, and after he

explained the champagne seemed rather logical.

Ballooning, he said, began over 200 years ago in France, but because of their rarity, the people became frightened when the massive, foreign object landed in their field.

In order to make a more amiable landing, the balloonists would carry a bottle of champagne, offering it to the people as a sign of good will.

Though ballooning has become a more popular sport since then, the tradition is still carried out.

But there is much more to ballooning than can be explained through words. One has to experience the feeling of soaring through the sky and the wonder of sights that surround you.

"I actually like to fly by myself," Helga said. "Everything that you can have is there. It's like you have climbed a high mountain, and enjoy the nature that is there."

And while her husband agreed with her, Chris said he also enjoys the relaxation that goes along with the sport.

"It's just fun and relaxing and a way to stay close to Mother Nature," he said.

For me, well, it was an adventure uncomparable to anything else and one that I will always cherish. It was like my own private retreat to the heavens and my long-awaited reunion with nature.



S.C. Agricultural Aviation Association Elects New Officers



The S.C. Agricultural Aviation Assc. held its annual convention the last weekend in January in Myrtle Beach. Convention seminars included such topics as protection of endangered species during spraying, biological control: management of nature's system, preparing for and managing pesticide emergencies and a review of federal and state laws governing the application of pesticides.

The convention was highlighted by two presentations, the first at a luncheon by Dr. C.O. Caskey of Clemson University and the second at the annual banquet by Mr. Buford Mabry.

The convention concluded with the election of the following new officers: Roland Richardson, President; Jack Woodward, First V.P.; John Roberts, Second V.P.; and Jack Phillips, Secretary-Treasurer. The new Board of Directors are Elbert Page, Jim Ingram, Bobby Frierson, William Price, Don Steed, Jerry Adams and Alan Alexander. Jack Barry is the Executive Secretary.

EAA Scholarship Programs Stir Interest

During a time of much talk and little action over the declining interest in aviation among our nation's youth, the EAA Aviation Foundation's comprehensive scholarship programs for younger aviators has met with a great deal of enthusiasm and renewed vigor for aviation programs and activities.

This past year, more than \$100,000 in scholarships were awarded for continued study in an aviation related field.

EAA Education Director Chuck Larsen said the scholarships include grants for aspiring pilots, mechanics, and for a growing number of other professional fields.

Larsen said the scholarship program is open to all young people who are interested in an aviation career. Applicants should be "well rounded individuals involved in school and community activities as well as aviation," according to Larsen, and should have established an academic record that will show an ability to successfully complete the academic activity

for which they are requesting the scholarship.

Scholarships include:

Teledyne Continental Aviation Excellence Scholarship to an individual displaying the potential to become a professional in any field of aviation.

EAA Aviation Achievement Scholarships (2) to individuals active in sport aviation endeavors to further their aviation education or training.

The Bill Falck Memorial Scholarship to an individual who has demonstrated a continuing quality in personal academic and aviation pursuits.

The Wagner Foundation Professional Pilot Scholarship to an individual currently enrolled in an accredited A&P course in the United States.

The EAA Tri-State Aeronautical Engineering Scholarship to an individual exhibiting promise of successfully completing the four-year Aeronautical

Engineering Program.

The Spartan School of Aeronautics Scholarship for full tuition books, and equipment to an individual seriously seeking a career as a pilot.

The EAA/Allison Gas Turbine Engine Awards (2) for full tuition at General Motors Institute plus pay toward B.S. degree in Mechanical or Electrical Engineering and work at GMI Engineering (cooperative program).

The Herbert L. Cox Memorial Scholarship to individuals already accepted at or currently attending an accredited four-year college or university in pursuit of a degree leading to an aviation profession.

Applications for the EAA Aviation Foundation Scholarship Program and more specific information on respective awards are available from the EAA Aviation Foundation, Education Dept., Wittman Field, Oshkosh, WI 54903-3065. Interested applicants can also call 414-426-4800.

FAA Forecasts More Aviation Growth

The Federal Aviation Administration is forecasting a continued increase in aviation activity in the next 12 years.

Almost 650 million people are expected to fly on scheduled commercial airlines and another 55 million on commuter airlines in 1997, predicts FAA.

In its "aviation forecasts" for 1986-1997, FAA noted that the large U.S. air carriers have rebounded from the economic slump of the early 1980s to post record operating profits of \$2 billion in each of the last two years.

This trend is expected to continue throughout the forecast period with the number of passengers growing at an annual rate of better than 4.7 percent.

FAA expects the General Aviation fleet to grow at an annual rate of 1.4 percent, from 220,900 aircraft in 1985 to 259,800 in 1997.

The number of aircraft hours flown by General Aviation pilots will rise from 36.6 million to 49.6 million, an annual increase of 2.6 percent, the agency predicts.

Listen for ELT Signals

Listen to 121.5 MHz before and after flight ...you may hear an ELT signal, which could be in your aircraft. False alarms from Emergency Locator Transmitters continue to plague rescue services. CAP search and rescue reports a 96 percent false alarm rate. These false alarms send searchers on wild goose chases that cost money and time and can block bona fide signals up to 50 miles away.

Hard landings can activate an ELT, so can battery corrosion or by being tossed into an automobile trunk by pilots who take them home with them. Could happen on the ride home if you run over a deep pot hole.

Add ELT monitoring to the before takeoff and after landing checklist in your aircraft.



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Common Traffic Advisory

Nationwide, several recent incidents of near midair collisions have occurred at uncontrolled airports. Many of these close calls could have been avoided if pilots operating into and out of these airports would have utilized the Common Traffic Advisory Frequency—better known as the CTAF—to announce their intentions.

The key to communicating at an airport without an operating control tower is selection of the correct common frequency. The CTAF may be a UNICOM, MULTICOM FSS, or tower frequency. The best source to determine the CTAF for a particular airport is through the Airport/Facility Directory. (Also found on Approach and SID plates.)

Aviation Calendar

The following are aviation events occurring in or near South Carolina.

March 10: Joint Safety Seminar, Greenwood County Airport, 7 p.m. Presentation by Tony Goble, accident prevention specialist, FSDO, Columbia, and Kenneth Medley, AOPA Mid-Atlantic Region representative.

March 15-21: Sun-N-Fun Fly-In, Lakeland, Fla. If you've ever been to this extravaganza, you know why we mention it!

March 28: U.S. Proficiency Flight Team Competition, Orr Aviation, Spartanburg Downtown Airport, 8:30. Local qualifying event sponsored by the Blue Ridge Chapter of the Ninety-Niners. First and second place winners advance to the Regional level in the first step toward the National competition. National winners will receive an all expense paid trip to the World Competition in the summer of 1988. All licensed pilots with 100 hrs. or

more may participate in this event. For more info., contact A. Lee Orr (803) 576-9442 or 574-5523, or Louise G. White (803) 684-7220.

March 28: March of Dimes Airshow, Wilmington, NC. Features the Army's Golden Knights.

March 29: Run for the Green Airshow, Fayetteville, NC. Features the Golden Knights.

April 5: Shriner's Airshow, Donaldson Center, Greenville. Gates open at 8 a.m. airshow begins at 2 p.m. Features the U.S. Air Force Thunderbirds.

April 11: Open House/Airshow, Pope AFB, Fayetteville, NC. Features the Thunderbirds and the Golden Knights.

April 17: Warbird's Scramble, Orr Aviation hanger, Spartanburg Downtown Airport, 6:30 p.m. Cost: \$15.00 includes beverages and Smokey Joe Barbecue. Displays include an AT-6 and other WWII birds as available. Contact Hubert Hendrix, Herald-Journal, P.O. Drawer 1657, Spartanburg, 29304 or W.T. "Bill"

Hope, 237 Anita Dr., Spartanburg, 29302 A.S.A.P.

April 25: Shaw AFB Fly-In. Program will include a pay as you go buffet breakfast, static displays and briefings and listening sessions. Flight plan and two-way radio required. Hold harmless agreement required prior to or upon arrival. Limited to first 100 aircraft (first come, first serve). To obtain hold harmless agreement and more info., contact Major Chris Larson, 2305 Cardington Dr., Columbia, 29209. Confirm reservations by April 20 by calling (803) 668-3835 during business hours.

May 15-17: May-Fly 87, Florence City-County Airport. Aerial demonstrations, exhibits and static displays. Airshows on 16th and 17th, plus camping, transportation and more. for information call (803) 669-5001.

May 15-17: Open House/Airshow, Dobbins AFB, Atlanta, GA. Features the Thunderbirds on the 16th and the Golden Knights.



**SOUTH CAROLINA
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"Airport Authority Subject to Antitrust Litigation"

by H.M. Burwell

A corporation which leased space at an airport was permitted to maintain an action against the airport for violating federal and state antitrust laws. The plaintiff, Tri-State Executive Air, Inc., complained that the Tri-State Airport Authority and Air West Virginia, Inc. engaged in preferential treatment and unjust price discrimination when they reserved an exclusive right to sell fuel and extended certain terms on payment of accounts to only one airport tenant (**Tri-State Executive Air v. Tri-State Airport**, 20 Aviation 17, 187, USDC W Va, Oct. 86).

The plaintiff is an FBO who challenged the Airport Authority policy of reserving the exclusive right to sell fuel to a competitor. After the suit was filed, the

Authority permitted plaintiff to store and consume its fuel at its own expense and to pay the Authority a .10/gallon flowage fee plus a \$200/month rental for the parking of a fuel truck at the airport.

The defendant Authority asserted it was immune under the state action exemption doctrine from violation of antitrust laws on the grounds that the state statutory scheme affirmatively authorized its conduct. The plaintiff argued that the conduct of the Authority extended beyond the actions authorized under state law because it violated federal standards thereby eliminating any antitrust immunity which might otherwise be available.

The court held that the state law upon which the Airport Authority relied was

neutral and did not expressly authorize the challenged conduct. Furthermore, citing **Pinehurst Airlines, Inc. v. Resort Air Services, Inc.**, 476 F. Supp. 543, it held that the refueling requirements imposed on Tri-State Executive Air implemented a scheme which was outside the activity and policy expressed in the state law mandate. Consequently, the plaintiff's state and federal claims of antitrust violations did not fall within the governmental immunity exemption to the antitrust laws. Plaintiff's claims shall now continue to trial.

Mr. Burwell is an attorney in the Greenville office of the McNair Law Firm, P.A.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.